

# HAMILTON COUNTY ENGINEER'S

## REVISED SCOPE OF SERVICE

1. **PROJECT IDENTIFICATION:** WINTON ROAD – PHASE 2  
**PROJECT No:** 509617  
**Road No:** 239
2. **PROJECT LIMITS:** Approximately North Hill Lane (the end of Phase 1 project) to Fleming Road  
**Length:** Approximately 9,500 feet  
**Additional Information:** See Additional Information Sheet
3. **AGREEMENT BETWEEN PROFESSIONAL ENGINEER AND:**  
**State** \_\_\_\_\_ **County** XX **City** \_\_\_\_\_ **Other** \_\_\_\_\_
4. **METHOD OF FINANCING:**  
**Engineering:** County Road and Bridge funds  
**Construction:** Undetermined at this time
5. **WORK PHASES INCLUDED IN AGREEMENT:**  
**PHASE A Plan Submission:** Line, grade and typical sections on Base Sheets to be used in final plans. Critical cross sections are to be plotted. Potential design problem areas are to be identified  
  
**PHASE B Plan Submission:** To conform to Phase A recommendations. Final review submission is to include Special General Notes and Specifications and quantities
6. **PLAN SCALES:**  
**PLAN:** 1" = 20' Min.  
**PROFILE:** Hor. 1" = 20' Min. Vert. 1" = 5' Min.  
**CROSS SECTIONS:** Hor. 1" = 5' Min. Vert. 1" = 5' Min.
7. **JOURNALIZED SPEED LIMIT:**  
**Road Name:** 35 MPH

**8. TYPICAL SECTIONS/NUMBER OF LANES:**

See Corridor Study report completed by Balke Engineers and Additional Information Sheet.

Curbs: YES XX NO        Report to Recommend       

Type: Type 6, Concrete Vertical Curbs

Shoulders/Berms: YES        NO XX Report to Recommend       

Type:       

Safety Grading Criteria: YES        NO XX Partial       

Guardrail: YES        NO XX Type       

Median: YES        NO XX

Clear Zone Grading: YES        NO XX

Fencing: YES        NO XX

Lighting: YES        NO       

Remarks: Existing lighting to be replaced. Professional Engineer to make recommendation regarding the erection of new lighting.

**9. ALIGNMENT:**

Existing alignment is to be basically followed.

**10. PROFILE:**

Existing profile is to be followed as much as possible. Slight adjustments in profile may be required to establish/maintain drainage patterns.

**11. SIGNING:** YES XX NO       

Phase A: YES        NO       

Phase B: YES XX NO       

**12. SIGNALS:** YES XX NO       

Phase A: Recommendation        Prelim Plan       

Phase B: YES XX NO       

Warrants: YES        NO

13. **STRIPING:** YES XX NO \_\_\_\_\_

Phase A: Recommendation \_\_\_\_\_ Prelim Plan \_\_\_\_\_

Phase B: Final Plan XX

Type Thermoplastic to be used near major intersections, paint in other areas.

14. **DELINEATION:**

Delineators: YES \_\_\_\_\_ NO XX

RPMs: YES XX NO \_\_\_\_\_

15. **DRAINAGE:**

Drainage Criteria: State \_\_\_\_\_ County XX Public Works \_\_\_\_\_

Other \_\_\_\_\_

Phase A Preliminary Plan: YES XX NO \_\_\_\_\_

Existing: Surface XX Closed XX

Proposed: Surface XX Closed XX

Storm water Pollution Prevention Plan: YES \_\_\_\_\_ NO XX

Flood Plain Study Required: YES \_\_\_\_\_ NO XX

Channel Change Study Required: YES \_\_\_\_\_ NO XX

Remarks: Professional Engineer is to determine if additional runoff will cause problems in immediate downstream areas. This will mean in the first section of existing pipe to which a connection is made OR in the open flow areas to the first major culvert.

16. **BRIDGE CROSSINGS:**

Number of Bridges: One, bridge over Ronald Reagan/Cross County Highway

Cross Roads: \_\_\_\_\_

Streams: \_\_\_\_\_

Supplemental Site Plan for Streams: YES \_\_\_\_\_ NO \_\_\_\_\_

Culverts: YES \_\_\_\_\_ NO \_\_\_\_\_

Alternates Required: YES \_\_\_\_\_ NO \_\_\_\_\_

Railroads: \_\_\_\_\_

Railroad Location Plan: YES \_\_\_\_\_ NO \_\_\_\_\_

Railroad Site Plan: YES \_\_\_\_\_ NO \_\_\_\_\_

Pedestrian: \_\_\_\_\_

Mass Transit: \_\_\_\_\_

Remarks: Improvements to meet both ends of the existing bridge. No improvements are to be made to the bridge.

17. **MISCELLANEOUS DESIGN CONSIDERATIONS:**

Bikeways: YES \_\_\_\_\_ NO XX

Railroads: YES \_\_\_\_\_ NO XX

Mass Transit: YES \_\_\_\_\_ NO XX

Service Roads: YES XX NO \_\_\_\_\_

18. **RETAINING WALLS:**

Number of Retaining Walls: None foreseen at this time.

Type(s) of Retaining Walls: \_\_\_\_\_

Phase A: YES \_\_\_\_\_ NO \_\_\_\_\_ Justification \_\_\_\_\_

Phase B: YES \_\_\_\_\_ NO \_\_\_\_\_ Justification \_\_\_\_\_

Remarks: Any wall over three (3) feet in height, as measured from the top of the footer to the top of the wall, **MUST** be engineered and a wall profile, indicating the height of the wall, and other pertinent wall details **MUST** be included in the plans. The plan view(s) or a detail for the wall **MUST** indicate the length of any tie-back systems that are required for the construction of the wall. ALL pre-manufactured walls, i.e. Keystone walls, **MUST** be designed in strict accordance with the Manufacturer's requirements.

**19. MAINTENANCE OF TRAFFIC:**

Maintenance of Vehicular Traffic: YES XX NO \_\_\_\_\_

Temporary Road(s): YES \_\_\_\_\_ NO XX Phase A to Recommend \_\_\_\_\_

Temporary Road Plans & Notes by: County \_\_\_\_\_ Professional Engineer \_\_\_\_\_

Detour Plan Prepared by: County \_\_\_\_\_ Professional Engineer \_\_\_\_\_

Remarks: Construction is to be completed under traffic. Professional Engineer is to prepare tentative sequence of construction outline and maintenance of traffic notes in sufficient detail for the proper control of traffic through the project. Items are to be submitted with final review submission.

Maintenance of Pedestrian Traffic: YES XX NO \_\_\_\_\_

Maintenance of Railroad Traffic: YES \_\_\_\_\_ NO XX

**20. UTILITIES:**

Water ( XX ) Sanitary ( XX )

Electric ( XX ) Gas ( XX )

Telephone ( XX ) Cable TV ( XX )

Pub. Works ( XX )

Others: \_\_\_\_\_

Professional Engineer shall contact all Utility Companies and indicate all existing utilities (including house connections) on the plans as required by Section 153.64 O.R.C. (H.B.538). Professional Engineer shall furnish all utilities with a copy of the preliminary plans for preliminary coordination. A copy of the transmittal letters shall be furnished to the County Engineer.

**21. ESTIMATED QUANTITIES:**

Phase A: YES \_\_\_\_\_ NO XX

Phase B: YES XX NO \_\_\_\_\_

Quantity Splits: YES XX NO \_\_\_\_\_

Remarks: Quantities for access/service roads, if authorized by the Engineer, to be kept separate.

**22. CONSTRUCTION COST ESTIMATE:**

Submit with Proposal: YES XX NO \_\_\_\_\_

Phase A: YES \_\_\_\_\_ NO XX

Phase B: YES \_\_\_\_\_ NO XX

**23. EXTENT OF FIELD SURVEYS:**

Survey Information by: Field Method XX

Aerial \_\_\_\_\_

|                                  |        |
|----------------------------------|--------|
| Main Road Alignment              | ( XX ) |
| Main Road Profile                | ( XX ) |
| Side Road Alignment              | ( XX ) |
| Side Road Profile                | ( XX ) |
| Reference Points & Bench Marks   | ( XX ) |
| Aerial Control                   | ( )    |
| Alignment & Profile of Driveways | ( XX ) |
| Cross Sections                   | ( XX ) |
| Pavement Salvage Sections        | ( XX ) |
| Channel Cross Sections           | ( )    |
| Profile of Channel               | ( )    |
| Drainage Survey                  | ( )    |
| Topo Identification              | ( XX ) |
| Utilities                        | ( XX ) |
| Property Lines                   | ( XX ) |
| Existing Right-of-way lines      | ( XX ) |
| Geotechnical Boring Staking      | ( )    |
| Right-of-way Staking             | ( )    |

**24. RIGHT-OF-WAY AND EASEMENTS:**

|                               |     |
|-------------------------------|-----|
| Property Map                  | ( ) |
| Centerline Plat               | ( ) |
| R/W Summary                   | ( ) |
| Final Right-of-way Plans      | ( ) |
| R/W & Easement Descriptions   | ( ) |
| Establishment Plat            | ( ) |
| Establishment Descriptions    | ( ) |
| Right-of-way Staking          | ( ) |
| Approximate Number of Parcels |     |

Remarks: Preparation of Right-of-way, easement and Establishment descriptions and plans will be handled by an Amendment to the Agreement.

**25. TRAFFIC DATA:**

State \_\_\_\_\_ County \_\_\_\_\_ Professional Engineer XX

Remarks: Traffic Dept. must approve all traffic data prior to use.

26. **GEOTECHNICAL/SUBSURFACE INVESTIGATION:**

State \_\_\_\_\_ County XX Professional Engineer \_\_\_\_\_

Other \_\_\_\_\_

Remarks: Work to be completed as needed. Professional Engineer is to determine and field locate boring locations.

27. **PRIOR STUDIES:** 402 Safety study completed by TEC & Balke Engineers and a corridor study completed by Balke Engineers.

28. **PUBLIC HEARINGS/INFORMATIONAL MEETINGS:**

Type of Hearing Required: Public information meetings are possible.

Professional Engineer's Responsibility: Professional Engineer is to prepare the necessary exhibits and is to attend these meetings if scheduled.

Exhibits: Some plan and profile and preliminary Right-of-way exhibits may be necessary for these meetings.

## ADDITIONAL INFORMATION SHEET

### WINTON ROAD – PHASE 2

- 1) The project will extend from approximately North Hill Lane to Fleming Road. The project shall begin at the termination of the work being designed in Phase 1 by Balke Engineers. The project will extend to the north of the Fleming Road intersection, i.e. the project **WILL** include the improvement of the intersection and will extend northwardly for a distance sufficient to provide adequate transitions from the improvements to the existing pavement. The Professional Engineer **MUST** coordinate the design of the improvements near North Hill Lane with the plans being prepared by Balke Engineers.
- 2) As a part of the Phase A report, the Professional Engineer is to obtain and provide enough field and other information for the Engineer to determine the feasibility of proceeding with the full design of all the improvements recommended by the Balke study, including the proposed access/service roads. The feasibility of constructing the improvements proposed in the Phase A plans will be reviewed by the Engineer with the intention to limit the impacts on the abutting properties, avoid the taking of structures, provide adequate transitions to the existing pavements, etc. Certain components of the improvements proposed in the Balke study may be modified or eliminated in order to achieve these goals.
- 3) As noted above, the Engineer will adjust the limits, scope and extent of the project to be fully designed by the Professional Engineer in Phase B of the design based upon the decisions made in reviewing the Phase A plans.
- 4) The Professional Engineer shall note that, in addition to the public information meetings noted in the Scope, there will be periodic meetings of the Corridor Task force. The Professional Engineer will be required to attend these meetings as scheduled and to provide project updates and preliminary plans at these meetings for discussion and review by the members of the Task Force.
- 5) In all areas where pavement widening is planned, the Professional Engineer shall design the improvements so that each curb lane will have a minimum width of twelve (12) feet and each interior lane, either a turn lane or a through movement, will have a minimum width of eleven (11) feet. The pavement widening section shall conform to the County's standard pavement for a commercial subdivision.
- 6) The entire pavement through the limits of the project shall be resurfaced with a minimum course of one and one-half (1 1/2) inches of Item 404. As part of the Phase A plans and report, the Professional Engineer shall determine if the resurfacing of the pavement to remain in place will require grinding in order to permit this resurfacing without creating undesirable effects, such as loss of curb reveal. As part of the Phase A plans and report, the Professional Engineer shall also designate/recommend those areas where full-depth pavement repair and curb repair or replacement should be considered.
- 7) The proposed improvements will also include several aesthetic components. These components will include, but not be limited to, isolated areas for landscaping, the use of imprinted pattern sidewalks, the use of imprinted pattern crosswalks. Springfield Township expects to hire another consultant to determine those areas of the corridor where the aesthetic components would be desirable and feasible. As the Phase A plans reviewed by the Engineer and the Township, these areas will be given to the Professional Engineer. The actual design of the landscaped areas will be completed by the Township's consultant and will **NOT** be the responsibility of the Professional Engineer. However, the Professional Engineer **MUST** coordinate the design of the roadway improvements with the work of the Township's consultant.



- 8) The Professional Engineer **MUST** prepare and submit quantity calculations for the following items of work: **Excavation, Embankment, all pavement items and all driveway items.**

The calculations may be submitted separately on normal sheets and do not have to be made an integral part of the plans. Preliminary quantity calculations shall be submitted with the Phase B plan submittal. The final calculation sheets **MUST** be submitted with the final plan submittals.

- 9) The Professional Engineer shall design the proposed sidewalks so as to be adjacent to the back of the curb. The walks shall be six and one-half (6 1/2) feet in width, measured from the back of the curb or seven (7) feet in width, measured from the face of curb.
- 10) The intersections of Winton Road with Galbraith Road, Hempstead Road, both legs of Compton Road and Fleming Road shall be rehabilitated with concrete to prevent shoving of the pavement. The concrete shall extend on each leg of the intersection to the outside limit of the crosswalk on that leg. The Professional Engineer is to investigate each of the intersections as to the depth and type of existing pavement and the possibilities for maintaining traffic and is to make a recommendation to the Engineer as to whether the concrete rehabilitation is to be a full-depth removal and replacement or a milling with an ultra-thin whitetopping (UTW) course. The Professional Engineer shall also determine the necessary depth of the full-depth or UTW course.
- 11) The locations for the bus stops shall also be rehabilitated in concrete. Professional Engineer shall contact METRO to determine the bus stop locations. . The Professional Engineer is to investigate each of the intersections as to the depth and type of existing pavement and the possibilities for maintaining traffic and is to make a recommendation to the Engineer as to whether the concrete rehabilitation is to be a full-depth removal and replacement or a milling with an ultra-thin whitetopping (UTW) course. The Professional Engineer shall also determine the necessary depth of the full-depth or UTW course.
- 12) The design of the service roads is **NOT** to be included in this project. However, the Professional Engineer shall design the proposed Winton Road improvements so as to easily accommodate the construction of the service roads at a future date. The other components of access management, such as driveway consolidation, will remain a part of the project.
- 13) The Professional Engineer shall review the traffic counts, LOS determinations and other information contained in the Balke report and shall make recommendations for possible revisions to the proposed plan based upon capacity and/or operational considerations. The Professional Engineer will **NOT** be responsible for recalculating or updating the numerical information, i.e. traffic counts.
- 14) For the public information meetings, the Professional Engineer shall analyze the detrimental impacts to the corridor if the improvements were not to be constructed. The Professional Engineer shall also develop the information necessary to visually demonstrate to the public what these “no build” impacts would be and also the benefits to be gained as a result of the improvements. The Professional Engineer shall use “SYNCRO” or a similar program to prepare and make the visual presentation.
- 15) **AS AUTHORIZED** by the Engineer, the Professional Engineer is to set-up, maintain and up-date a website during the design stages for the project. The website shall include pertinent information regarding the status of the design, upcoming meetings and other information and shall also contain an interactive component so that the public may leave questions or comments regarding the design components.

- 16) The Professional Engineer shall note that one possible recommendation resulting from the Township's streetscape study, anticipated to be completed by late summer, could be the relocation of utilities underground at specified intersections. The tentative intersections would be at Galbraith Road, at Hempstead Road, at both legs of Compton Road and at Fleming Road. If this recommendation is made by the Township's study, the Professional Engineer **MUST** coordinate all design work with the respective utility companies to accommodate the proposed utility conduits. The Professional Engineer shall also note that this recommendation would also affect the design of the traffic signals at these intersections, i.e. mast arms for the signals would be required.